

# FY 22 Transportation, and Housing and Urban Development, and Related Agencies - Schneider

Thank you for your interest in pursuing Transportation, and Housing and Urban Development, and Related Agencies Community Project Funding (CPF) through Rep. Schneider's office. Please make sure you have read all of the information below before submitting your request.

The deadline for submitting Community Project Funding requests to our office is April 9, 2021. This limited timeline is due to external deadlines that our office does not control. Please do your best to ensure your submission is made on or before April 9, 2021. You may submit multiple requests but please submit them individually.

The following accounts are eligible for funding and will be subject to account-specific eligibility criteria and matching amounts:

1. Department of Transportation - Local Transportation Priorities
2. Department of Transportation - Airport Improvement Program (AIP)
3. Department of Housing and Urban Development- Economic Development Initiative (EDI)

More information on these specific accounts is included below:

## DEPARTMENT OF TRANSPORTATION -- LOCAL TRANSPORTATION PRIORITIES

Local Transportation Priorities are highway and transit capital projects eligible under title 23 and title 49 of the United States Code. Eligible projects are described under Section 133(b) of title 23, United States Code. Tribal and territorial capital projects authorized under Chapter 2 of title 23, United States Code, are also eligible. All projects must be:

- a. Capital projects or project-specific planning/design for a capital project.
- b. Supported by the state or local government that would administer the project. Inclusion on a

Statewide

Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this

- requirement.
- c. Administered by public entities.

The Subcommittee will not fund activities that are administrative in nature even if they are eligible expenses under the statutory citation. These include general operating expenses, and activities required under sections 134 and 135 of title 23, United States Code.

## DEPARTMENT OF TRANSPORTATION -- AIRPORT IMPROVEMENT PROGRAM (AIP)

AIP community project requests may be used for enhancing airport safety, capacity, and security, and

mitigating environmental concerns. All projects must be:

- a. AIP eligible in accordance with sections 47101 to 47175 of title 49, United States Code, and FAA policy and guidance.
- b. Supported broadly by local stakeholders, including residents, businesses, and elected officials.
- c. Administered by an airport and/or airport sponsor.

DEPARTMENT OF HOUSING & URBAN DEVELOPMENT (HUD) -- ECONOMIC DEVELOPMENT INITIATIVE (EDI) CPF from this account may be used for economic and community development activities, including land or site acquisition, demolition or rehabilitation of housing or facilities, construction and capital improvements of public facilities (including water and sewer facilities), and public services. Funds may also include planning and other activities consistent with the underlying authorization for the Community Development Block Grant program within HUD. EDI community project requests are not eligible for the reimbursement of expenses for activities already undertaken (including debt service or debt retirement). All projects must be:

- a. Supported broadly by local stakeholders, including residents, businesses, and elected officials.
- b. Administered by governmental or non-profit entities, including public housing agencies, as well as tribes and tribally designated housing entities.

Email Address: \*

aorenchuk@mundelein.org

Name of Organization Requesting Funding: \*

Village of Mundelein

Full Address of Organization Requesting Funding: \*

300 Plaza Circle, Mundelein, Illinois 60060

Point of Contact Name:

Amanda Orenchuk

Point of Contact Phone Number: \*

8479493252

Point of Contact Title: \*

Community Development Director

Which account are you requesting? \*

- Department of Transportation - Local Transportation Priorities
- Department of Transportation - Airport Improvement Program (AIP)
- Department of Housing and Urban Development - Economic Development Initiative (EDI)

Name of Project \*

Park Street Closure and Enhancement Project

Amount of Federal Funding Requested: \*

\$600,000 unless matching required

Total project cost: \*

\$600,000

Can the project obligate all appropriated funds within 12 months after enactment? If not, what would be the expected date of obligation? \*

Yes

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Please provide a description of how the requested funding would be used and how it would help you serve IL-10: \*

Creating a vibrant, multi-purpose public space within Downtown Mundelein has been in a series of planning documents since 1997. Constrained budgets and economically challenging times have pushed off the implementation of these plans to address other pressing matters in the Village; however, providing people with a public space that provides for inclusivity and engagement can enhance community pride and promote social and emotional well-being. The importance of these outdoor spaces became paramount during the coronavirus pandemic.

In 2020, the pandemic provided an opportunity for a tactical experiment with the Village of Mundelein temporarily closing a stretch of Park Street in the heart of Downtown Mundelein to provide relief to area businesses suffering from the mandated indoor dining restrictions. Three restaurants set up improvised, socially-distanced outdoor dining areas. Over the course of the summer, the closure became a natural destination, something Downtown Mundelein historically lacks. Businesses brought in fire pits, started hosting open mic nights and live performances, and it became a thriving and safe public space. Based on the success of last year's closure, and by popular demand (gauged by public presentations to the Village Board, Village website access to the plan, and community and business surveys/meetings), the Village plans to experiment with closing Park Street on a seasonal basis (May – October) as a placemaking strategy and economic boost to a struggling downtown.

This year, the Village intends to expand upon the level of investment to elevate the quality of the space to support the growth of "third spaces" in the Village. "Third spaces" are public social places that are not home or the workplace – they are known to be anchors of community life, and facilitate broader, more creative interaction.

Historically, Mundelein's Downtown has struggled with economic development due to an industrial downtown, lack of destinations, lack of density, and competition with larger commercial nodes in Vernon Hills and Libertyville. The popularity of the impromptu closure in 2020 plainly demonstrated that there is an unfulfilled need for community gathering spaces.

The location touches upon several factors:

1. It is within the IHDA Designated High Revitalization Impact Area, and adjacent to the Moderate Revitalization Impact Area. Revitalization Impact Areas evaluate at the census-tract level the market factors/revitalization indicators listed below in comparison to their corresponding set-aside averages and extremes (25th or 75th percentiles). The presence of an "extreme" rate in one or more of any of these factors as well as the presence of HUD and DCEO designations determine whether census tracts demonstrate an opportunity for high or moderate revitalization impact.
  - a. Poverty rate (family)
  - b. Unemployment rate
  - c. Labor force participation rate
  - d. Median household income
  - e. Housing Vacancy Rate
  - f. Concentration of affordable housing units
2. The location is within close proximity to a number of low-income housing units that will benefit from a thriving, attractive public space, within walking and biking distance.

3. There is access to the area using public transportation.
4. Combining this project with several of the other proposed projects creates accessibility to this amenity space, along with critical service centers.
5. Local businesses are taking pride and expressing interest in programming the space for events for the entire community to enjoy.
6. The Village has a commitment for some of the funding, but the project can really make an impact with full funding an implementation rather than putting in components piecemeal.

Plans for the next stages of the seasonal closure include:

First Phase:

- a. Acquiring 22 East Park Street\* (vacant lot) for creating a public space,
- b. Swapping the construction barriers with more attractive security planters,
- c. Installing wayfinding signage,
- d. Creating a neighborhood branding campaign,
- e. upgrading fencing to delineate business areas,
- f. identifying specific program of cohesive look to dining furniture for businesses and Village space,
- g. Procuring furniture for the Village space, and
- h. Providing minimal improvements to the 22 East Park Street lot.

Future Phase (unless alternate funding sources are available)

- a. Designing, fabricating, and installing a "Park Street" entryway arch,
- b. Designing and engineering string lights,
- c. Installing hardscape and structural artistic elements on the vacant lot,
- d. Improving curb, gutter, and alley access,
- e. Enhancing crosswalks, and
- f. Adding other lighting elements

\*The vacant lot runs along a community pride mural installed by the Mundelein Arts Commission in 2017. The Village hopes to convert this space into a public area featuring public art, outdoor seating, lighting, and a dedicated space for food trucks or rotating "pop-up restaurants" for the use by other Mundelein businesses. This space is anticipated to be a natural extension of various Village events that take place next to the vacant lot, including the Farmers Market and Park on Park car show.

Estimated project start and completion dates: \*

Start summer 2021, complete spring 2022

Please provide a justification for why this project is a good use of federal taxpayer funds: \*

The Park Street closure has potential to spark growth and create lasting effects in an underserved, historically challenged Downtown. Mundelein is a racially, ethnically, and economically diverse community that serves many low-income residents – all who deserve the benefits of shared community spaces and an economically thriving downtown. A large number of Mundelein’s low-income residents, as garnered from IHDA and IDCEO maps (see attached), live within walking distance to this project, and it is also within proximity to the Metra Station and a number of PACE bus stops.

The Park Street project is a great example of businesses and residents demonstrating an unfulfilled need and using tactical, inexpensive methods to create a lively public space that truly is for the community, by the community. Leaning into this closure has the potential to drive authentic, organic economic development in Mundelein’s underserved Downtown – growth that would represent a net economic gain for the region as a whole.

Please describe community support for this project, including support from state and local officials and community organizations. Include contact information when possible. Please upload letters or other evidence of support where provided below. \*

Project has been widely supported by the public, the business community, and local officials. See attached a spreadsheet of public feedback received on the project.

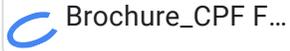
Have you submitted this request to another Member of Congress or Senate office? If yes, please list here. \*

Yes, Underwood

Has the request been submitted to another Subcommittee or Committee this fiscal year? If yes, which one(s)? Please indicate if this request has been or will be submitted to the Transportation and Infrastructure Committee as part of the surface transportation reauthorization process. \*

No

If applicable, please attach any other relevant documents here. Otherwise, leave blank.

 Brochure\_CPF F...

FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Does the project have other public (federal, state, local) and/or private funds already committed to meet match or cost-share requirements for costs related to construction, operations, and maintenance? If so, what is the source and amount of those funds?

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FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Does the project require an environmental review? If so, what is the status and/or outcome of the environmental review and NEPA category of action (if applicable)?

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FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Type of project eligible under 23 USC 133(b):

Highway

Bridge

Transit

Bike/Pedestrian

Other: .....

FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Where is the project in the construction process?

- Planning and Environmental Review
- Final Design
- Right of Way
- Capital Purchase or Lease (including bus purchases)
- Construction
- Other: .....

FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Was the project on a State, tribal or territorial Transportation Improvement Plan (STIP) or a metropolitan transportation improvement plan (MTIP) as of 12/31/2020? If yes, please provide a link to the plan.

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FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Please provide the STIP or TIP ID Number and specify which plan (ex. North Carolina STIP, New York Metropolitan Transportation Council TIP) the ID number comes from.

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FOR LOCAL TRANSPORTATION PRIORITIES ONLY: Please provide a history of federal funding for the project, if any. Include both formula funds and any discretionary grants.

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Does the project have other public (federal, state, local) and/or private funds already committed for forecasted costs related to operations and maintenance? If so, what is the source and amount of those funds?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Does the project require an environmental review? If so, what is the status and/or outcome of the environmental review and National Environmental Policy Act (NEPA) category of action (if applicable)?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: How will the project contribute to the airport's disadvantaged business enterprise goals?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Has the project received previous Federal funding? If so, how much and which public law (e.g., appropriations act or authorization act) provided it?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Is the project AIP-eligible?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: What is the airport's code (should be 3 letters)?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Has the airport submitted a grant application for this same project to FAA? If so, when?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Would the project increase or decrease air traffic?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: How would this project impact aviation safety?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: How would this project impact environmental risks?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Does the airport and airport sponsor support the project?

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FOR AIRPORT IMPROVEMENT PROGRAM ONLY: Are there any stakeholders - such as residents that live near the airport, state or local officials, state department of transportation officials - that oppose the project?

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FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Does the project have other public (federal, state, local) and/or private funds already committed to meet match or cost-share requirements for costs related to construction, operations, and maintenance? If so, what is the source and amount of those funds?

Yes - Village Board has authorized \$300,000 in local funds

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FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Does the project require an environmental review? If so, what is the status and/or outcome of the environmental review and NEPA category of action (if applicable)?

No

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FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Is the project primarily a service, new construction, rehabilitation, land or site acquisition, planning, or economic development project?

Economic development project

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FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Does the project primarily benefit persons of low-income or tribal communities?

Yes

No

FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Does the project impact beneficiaries of HUD's rental assistance programs (owners, public housing agencies, service providers, or tenants)?

Yes, it provides valuable public space within walking distance of beneficiaries of HUD rental assistance programs

FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Who are the community partners participating in this project?

FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: If the project includes new construction or land or site acquisition activities, does it comply with local zoning requirements?

Yes

No

FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Is the project included or supported by an identified priority area within the community's HUD Consolidated Plan? If yes, please provide a link to the plan.

Yes - area is referenced in Lake County 2020-2024 Housing and Community Development Consolidated Plan (<https://www.lakecountyiil.gov/DocumentCenter/View/35044/2020---2024-Lake-County-Housing-and-Community-Development-Consolidated-Plan-PDF?bidId=>). Due to several census tracts with low/moderate income concentrations, Mundelein is identified as a target area to preserve existing affordable housing, continue revitalizing commercial areas, increase access to living wage jobs, rehabilitate housing, and add affordable housing for seniors.

FOR ECONOMIC DEVELOPMENT INITIATIVE ONLY: Is the project intended to address issues related to climate change or resiliency, civil unrest, or inequities?

Yes - providing valuable public space in an area with a high concentration of minority and low-income populations

Do you affirm that, to the best of your knowledge, the information you have submitted in this form is truthful and accurate? \*

Yes

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